

**GENERAL SUPERINTENDENTS OF
THE PENNSYLVANIA RAILROAD
DIVISION, PENNSYLVANIA
RAILROAD COMPANY**

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General Superintendents of the Pennsylvania Railroad Division, Pennsylvania Railroad
Company by William Bender Wilson

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WILLIAM BENDER WILSON

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OF THE

PENNSYLVANIA RAILROAD DIVISION

PENNSYLVANIA RAILROAD CO.

BY

WILLIAM BENDER WILSON

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BY
WILLIAM BENDER WILSON.

AUTHOR OF THE HISTORY OF THE PENNSYLVANIA RAILROAD;
ACTS AND ACTORS IN THE CIVIL WAR, ETC., ETC.

NO other page in the history of the Commonwealth of Pennsylvania presents such a grouping of exceptionally strong and able men as that one upon which is recorded the names of the thirteen who have served as General Superintendents of the Pennsylvania Railroad Division of the Pennsylvania Railroad Company, from the beginning of practical operations on the road in 1849 to the opening of the year 1900, and as time goes on they will become more illustrious by reason of their life-work. Pennsylvania, with its magnificent resources, lay dormant until its great line of railroad was completed, and then began its rapid development, which continuing uninterrupted until, in this closing year of the nineteenth century, it stands unmeted as an Imperial Commonwealth, abounding in wealth, industry, intelligence, morals, and people whose happiness is proverbial. In 1850 that portion of the State composed of the counties of Philadelphia, Delaware, Chester, Lancaster, Dauphin, Perry, Juniata, Mifflin, Huntingdon, Blair, Cambria, Indiana, Armstrong and Allegheny, and now traversed by the main line of the Pennsylvania Railroad Company, contained a population of 993,756 people. In 1899, by a close estimate based upon the taxables for those counties, the population approximated, 3,391,812. These figures show an increase of 2,398,052, or a fraction over 241 per cent. In 1848, when the Pennsylvania

Railroad was under construction, and when the travel and traffic through the State was being transported over canals, sections of railroads and turnpike roads, the total valuation of real and personal property in those counties for taxable purposes was \$247,646,898; in 1899, with the Pennsylvania Railroad having taken the place of the earlier and cruder means of transportation, the valuation had risen to \$1,780,601,668 taxable for county, and \$508,316,862 for State purposes, making a total of \$2,288,918,530. The increased valuation in the 51 years was \$2,041,271,632, or a fraction over 824 per cent. These figures show the significant facts that the rates of increase in wealth was 3 2.5 times greater than that of population, and that the wealth of the people had risen from a per capita of \$249.71, in 1848, to one of \$674.83, in 1899.

As the Pennsylvania Railroad Company was a most potent factor in producing these results, so, too, was the genius of its General Superintendents in contributing to them. With inborn force, supplemented by careful training and conscientious application, they were an honor to their times. Whether in the field of the arts or sciences, peace or war, practical affairs or state craft, finance and trade, the home or the church, they have stood in the forefront. Three of them, John Edgar Thomson, Thomas A. Scott, and Alexander J. Cassatt, became President of the far-reaching corporation by whom they were employed; others have distinguished themselves in advanced positions in the Company's service; whilst still others, with the world for the arena of their activities, have carved their names deeply in the tablet of the progressive age in which they have lived.

On June 8, 1849, the work of road construction having so far progressed, deeming it advisable to begin practical operations, the Board of Directors of the Pennsylvania Railroad Company adopted a resolution providing that the duties of a General Superintendent should be merged with those of the Chief Engineer, the title of the officer holding the dual position to be Chief Engineer and General Superintendent. J. Edgar Thomson immediately assumed the duties and title, and on September 1, 1849, appointed Herman Haupt Superintendent of Transportation, who immediately became the active transportation officer. The duties of the office embraced all matters pertaining to the conduct of transportation, maintenance of way, motive power, freight rates and classifications, and auditing accounts. On January 8, 1851, in view of the fact that the largely increased duties of the Chief Engineer, together with those of General Superintendent, were

too much of a tax upon Mr. Thomson, and he having wished to resign the General Superintendency, his resignation was accepted and Herman Haupt appointed General Superintendent, the resignation and promotion taking effect upon that date. Herman J. Lombaert, who, from November 12, 1850, had been Mr. Haupt's assistant, succeeded the latter on the same date as Superintendent of Transportation. Mr. Haupt continued as General Superintendent until November 1, 1852, when he resigned, and Mr. Lombaert was promoted to the position. On the 1st of December, 1852, the Board reorganized the department and appointed Mr. Lombaert Superintendent, with four assistants. On March 1, 1857, a reorganization having again been effected, Mr. Lombaert's title became General Superintendent. The business of the road having demonstrated that the duties devolving upon the General Superintendent should be divided, it was accordingly done, and to one division was given the supervision and auditing of all accounts, and to the other the supervision of active operations of all the several sub-departments of the road—the officer in charge of the first being styled Controller and Auditor, the other, General Superintendent. Under that organization, on January 1, 1858, Herman J. Lombaert became Controller and Auditor, and Thomas A. Scott, General Superintendent. The sudden death of William B. Foster, Jr., on March 4, 1860, caused the promotion, on April 1, 1860, of Mr. Scott to the Vice-Presidency and Enoch Lewis to be General Superintendent. Mr. Lewis continued as such until December 31, 1865, when he resigned, and was in turn succeeded by Edward H. Williams. Mr. Williams occupied the office until April 1, 1870, when he was succeeded by A. J. Cassatt. The leasing of the lines in New Jersey, December 1, 1871, caused the office of General Manager of all lines east of Pittsburgh and Erie to be created, and Mr. Cassatt was elected to that position, December 20, 1871, and performed in addition to its duties those of General Superintendent until when, under the reorganization of March, 1873, G. Clinton Gardner was made General Superintendent. Mr. Gardner resigned April 1, 1879, and was succeeded by Charles E. Pugh. Mr. Pugh was promoted to General Manager, October 1, 1882, and was succeeded by S. M. Prevost. On May 1, 1885, Mr. Prevost having been appointed General Superintendent of Transportation, R. E. Pettit was appointed as his successor in the General Superintendency. Mr. Pettit resigned, taking effect June 1, 1890, and was succeeded by Frank L. Sheppard, who continued as General Superintendent until

January 1, 1899, when he was transferred to the United Railroads of New Jersey Division as General Superintendent of that part of the eastern system. J. M. Wallis, the present incumbent of the General Superintendency, succeeded him on that date.

A public speaker some time ago said of the Pennsylvania Railroad, "It needs no eulogy, there it stands!" Whilst it is true that its character needs no eulogy, it is an error to assert that it has reached its climax and is standing still. It is an ever advancing, never receding power in the march of civilization. When John Edgar Thomson became General Superintendent, the Pennsylvania Railroad Company had but 61 miles of its road ready for operating, being that portion lying between Harrisburg and Lewistown, but at the beginning of the year 1899, when John M. Wallis looked over the Pennsylvania Railroad Division alone, he found that he had 1723.01 miles of road with 3788.60 miles of trackage, the operating of which he was responsible for. Herman Haupt in his report for 1851 showed he had carried over the road 437,090 passengers, and about 60,000 tons of freight; Mr. Wallis in his for 1898, that he had carried 18,275,569 passengers, and 51,550,639 tons of freight. The history of the Division for the intervening years is but a record of progress, whilst the vista opening discloses nothing but advancement. He would be a bold prophet, however, who would attempt to predict and measure the magnitude of that advancement in the days to come, although he would be safe in saying that in the future, as in the past, the man at the helm will be found of the highest character—broad, versatile and comprehensive—who will meet the requirements of his position as well as his predecessors met theirs, and that the Pennsylvania Railroad Company will continue as the foremost factor in developing the resources of State and Nation.

JOHN EDGAR THOMSON,

First General Superintendent,

JUNE 8, 1849—JANUARY 8, 1851.

John Edgar Thomson, son of John Thomson, was born in Delaware county, Pa., on February 10, 1808. He was educated principally by



JOHN EDGAR THOMSON.
General Superintendent.



JOHN EDGAR THOMSON
President.